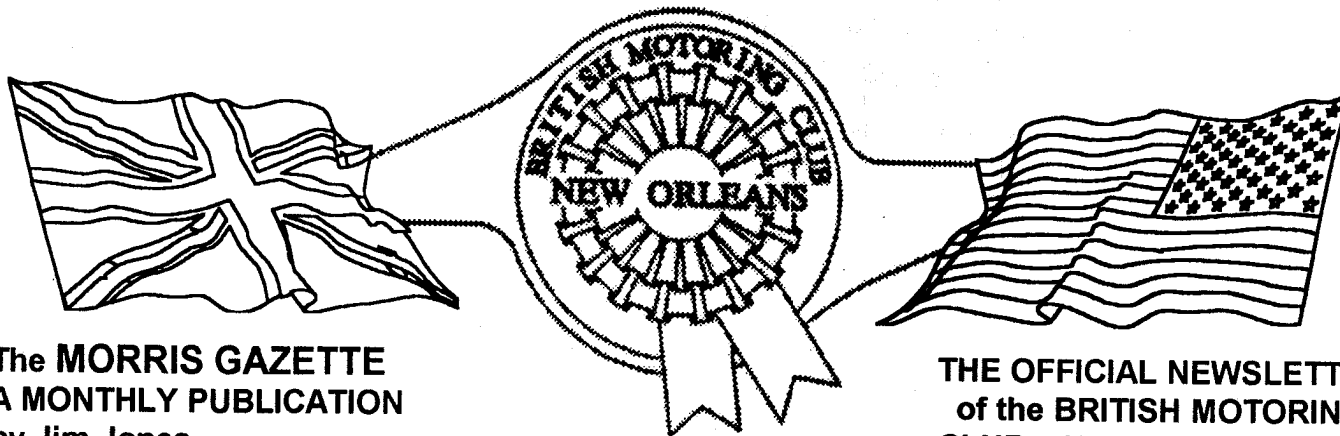


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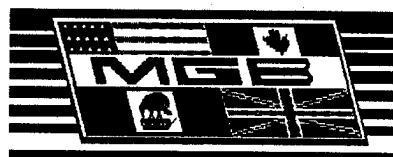
The **MORRIS GAZETTE**
A MONTHLY PUBLICATION
by Jim Jones

THE OFFICIAL NEWSLETTER
of the **BRITISH MOTORING CLUB** – NEW ORLEANS, INC.

Dues Due: 02/28/98

JAMES D JONES
800 W 16TH AVENUE
COVINGTON LA 70433

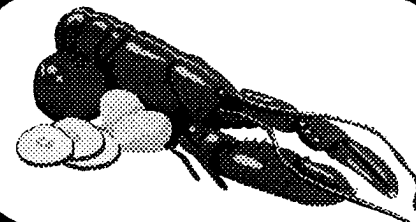
APRIL 1997



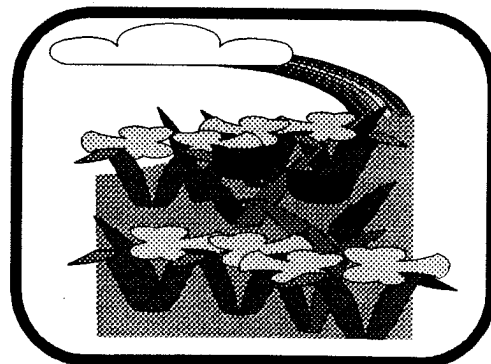
North American MGB Registry Chapter



ANNUAL CRAYFISH BOIL
MAY 4th, BOGUE FALAYA PARK
COVINGTON



LONGVIEW GARDENS
BRITISH CAR DISPLAY
FREE ADMISSION
FREE LUNCH!



BMCNO CALENDAR OF EVENTS

SUN	MON	TUE	WED	THU	FRI	SAT
MAY 1997				1	2	3
4 ANNUAL CRAYFISH BOIL	5	6	7	8	9	10
11	12	13 OFFICER'S MEETING	14	15	16	17
18	19	20	21	22	23	24
25 LONGVIEW GARDENS	26	27 GENERAL MEETING	28	29	30	31

UPCOMING CLUB EVENTS

APRIL 29

GENERAL MEETING – New Orleans Hamburger & Seafood Company located at 817 Veterans Memorial Blvd. in Metairie, La. for 7:30 PM. *Unclaimed Car Day trophies and pictures will be on hand. Register and pay for Annual Crayfish Boil.*

MAY 4

ANNUAL CRAYFISH BOIL – Bogue Falaya Municipal Park in Covington. La. South shore convoy leaving rear of Lakeside Shopping Center at 10:15 AM. (See Map)

MAY 13

OFFICER'S MEETING – Jim's place at 7:00 PM. Located at 800 W. 16th Avenue, Covington, 70433. Lost Number 892-7774.

MAY 25

LONGVIEW GARDENS – Display your British car and receive free admission to the grounds and free lunch. It is easy, fun, and the gardens are beautiful this time of the year.

JUNE 21 OR 28

FLAMINGO CASINO – Food and Entertainment. Date to be set later.

JULY 12

BUSH RUN – Annual cruise to the Bush House of Seafood in Bush, La. More information later.

IN MY TRAVELS by Jim Jones

All five front sheet medal panels from my '60 Morris Minor Traveller have been dipped to remove surface rust, paint, etc. Paint and Rust Removal Systems (formerly named Ready-Strip) did the work and the results are great. This is not an acid drip. Their system sure beats any chemical stripping, sand blasting, or hand sanding that I could have done myself. They are located in Kenner, La. at 2311 Marietta Avenue, 70062, phone number 504-468-9364. This location is off Veterans Memorial Blvd. behind the airport. Although the medal is bare when you pick it up, it is coated and it does not have to be primed immediately. You can store it indoors until you can get to it. Just before priming, wash the coating off with a solvent.

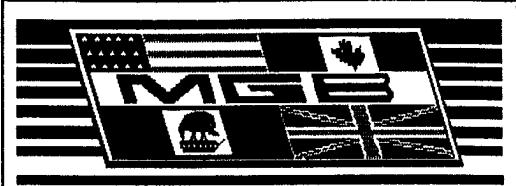
The 1275cc Midget engine for the Traveller has been reassembled and has been painted with the proper "crappy green" paint. A thermostat housing from a MGA looks like its outlet port will most properly adapt to the Morris' upper radiator fitting. The truth will be known when both the engine and the radiator are mounted in the car. The rib case Midget transmission is still in pieces at this time.

The windscreen wiper motor assembly has been serviced. The brushes were worn flush to their holders. I have found the brushes badly worn in every assembly that I have ever serviced. Take note! The brushes are easy to replace, but an order for them is usually placed on back order for three weeks or more.

When I removed all of the grille trim from the front panels, two of the trim pieces, called "hockey sticks" had studs affixed to their back sides for mounting purposes. The longer than necessary studs and their small nuts were badly rusted and, try as I may, I broke five of the six studs. Replacing the trim pieces is expensive and new ones would look out of place next to all the other old trim pieces. So, I carried them over to **Peter Brauen's** to see if he could save them for me. Peter ground down the old studs, center drilled them one size under, tapped the holes with a blind tap, and threaded in new stainless steel machine screws. He cut off the screws to length and installed new stainless washers and nuts. The hockey sticks were saved! Peter is willing to take on this kind of work for those of you who have need of it. He can also repair exhaust manifolds with frozen broken off studs using heli-coils. Peter's phone number is 601-467-0519.

The front and center floor boards have been scrapped clean, wire wheeled, coated with a rust inhibitor, and primed. The few small holes in the rear floor boards will be filled with epoxy and primed. The undersides will be cleaned and coated with rubberized spray. The rubberized spray will both protect the undersides and will provide some sound proofing. I am led to believe that the Traveller is sorely in need of sound proofing. But, many British cars need more sound proofing than the factory provided. Some padding under the carpets or rubber mats (I have not decided which as of yet) will go a long way to accomplishing that.

The sanding blasting of the engine compartment has begun. I have a Sears sand blaster and a 3 HP air compressor that do the job. Slowly, but the job gets done. I figure that 2 1/2 to 3 eighty pound bags of medium blasting sand and two days of nasty work should do the job. Sand blasting is not fun. You must wear a filtered breathing mask (not one of those cheap things that doctors wear), heavy gloves, lots of clothing (to protect your skin), eye protection, and it must be done in the open. If the weather is hot, it is even harder to do. You also must cover all surfaces not to be blasted with paper and tape. (Of most importance is anything made of glass. Unless, of course, you like frosted glass.) And when you are finished blasting, you must blow all the sand away, wash the surfaces with solvent, and paint with prime immediately.



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MORE IN MY TRAVELS

The Midget transmission is soon to be in one piece. The input shaft gear and outer second gear had badly deteriorated syncro surfaces. Club member **Karl Keiger** (of SCCA fame) has provided me with good used ones.

The "RAT" did a number on all the seats. Complete re-stuffing and reupholstering will be necessary. Catalog bought seat covers are many times unsatisfactory and expensive. I have a local upholstery shop in mind for that job. The only panels originally installed in the car were the front door panels and kick plates. They are in good condition. If the seats can be covered in a color close enough to the original color, the door panels and kick panels will not be recovered.

I have a container full of new parts awaiting the time for their installation, parts on back order, and other parts which I have yet to order. But, it is beginning to look like I am making some headway.

My '67 Morris Minor 1000 2-DR Sedan is close to being given a new coat of paint. It will be painted black, as original. I will strip the car, remove head lamps, tail lamps, door handles, etc., at Mike Schrantz's work shop at his house in Mandeville. Then I will transport it to Madisonville for prep and paint.

Peter Brauen has installed the Midget disc brake conversion on his '67 Morris 1000 Sedan. He says that they are a great improvement over the old drum brake system. Shortly, I will have the experience of installing this conversion on the Traveller.

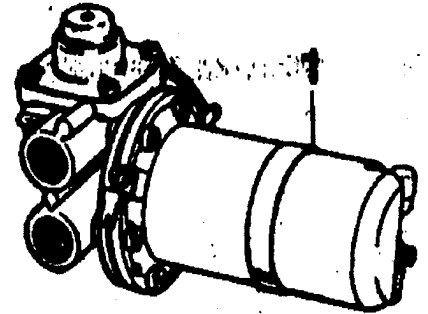
As you have probably deduced by now, this will not be a "total" restoration. I never intend to do that to a car ever again! The car will be mechanically sound and updated (1275cc engine, Midget transmission, Midget front disc brakes, and windscreen washers). It will be running the streets before it is "completed".

Now that I own two Morris Minors, it is time to join one of the national registers. Joining a national registry for your British car insures continued interest in that make of British car and provides you with invaluable information about your choice of car. I have chosen to associate myself with the "Morris Minor Registry" operating out of Westerville, Ohio. I chose this registry because it has a monthly newsletter. There is another registry on the east coast, but they only publish a very small article in the British Mark newspaper and I already get two free copies of that publication as editor of your BMCNO newsletter, the Morris Gazette.

A MGB STORY by Jim Jones

This story was related to me by one of our club members after one of the general membership meetings. (Shame on me for not remembering who). A MGB was parked in a gas station (I do not think there are any "Service Stations" left) with a young lady and a crowd of young men gathered around it. All the young men were looking under the bonnet of the MGB and offering advice as to why the car would crank, but would not start running.

The car had killed on the road near the gas station, was pushed to the pumps, and was filled with petrol. Yet it would not run. Everyone on the scene had an opinion as to why the car would not start up. Our BMCNO club member listened to all the committs, and remembering an experience with a MGB that he had once owned, walked up and asked the young lady just one question. "Will you open your trunk?" The young men all laughed. "What is he crazy?" they said. She did so. The young lady was a college student and the boot of the MGB was filled with books, papers, and such. Pushing aside the things in the right hand front of the boot, he reached in and reinstalled the hot wire for the fuel pump (This model MGB has the fuel pump mounted through an opening in the boot). He then asked her to turn on the ignition switch, wait a few seconds, and then attempt to start the car. She did as he asked and the car started right up! The same thing had happened to him with his MGB when he was attending college many years ago. He said that he walked away like a proud peacock leaving the young would be mechanics eating crow!



GENERAL MEMBERSHIP MEETING MINUTES by Jim Jones.

The General Membership Meeting had been moved up to March 18th due to the Car Day. Mike Anderson opened the meeting at 7:30 PM. Mike discussed all the club's upcoming events other than the Car Day. Keith Vezina previewed the Car Day extensively and accepted suggestions and volunteers. Mike closed the meeting at approx. 8:45 PM.

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1-98

DRIVE YOUR BRITISH CAR WEEK

The President of the United States or the Governor of Louisiana have not declared the week of May 12th through May 18th as "Drive Your British Car Week", but many of the national British car registry's have done so. We need to drive our British cars so that they can be seen on the streets more often. Driving the car will increase interest and attract younger people. New blood is necessary in order to insure the continuance of the breed. Drive your British car and let it be seen more often!

CAR CLUB DUES

Car club dues are \$30.00 for the first year of membership and \$25.00 a year thereafter. Correspondence membership is available for those members who live out of town and is \$15.00 a year. If you are unsure if you owe dues or not, check the mailing label on your current Morris Gazette. It has the date that your membership dues will expire and that date will be highlighted in yellow the month before and the month that your dues are due.

If your dues are due, send them in now before you miss out on your next
MORRIS GAZETTE!

OFFICERS FOR CALENDAR YEAR 1997

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BMCNO T-SHIRT \$ 7.00 BMCNO JACKET PATCH \$ 5.50
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GET THESE ITEMS WHILE THEY LAST!

OBTAIN FROM CLUB TREASURER HAROLD O'REILLY AT GENERAL MEETING.

BRITISH CARS & SPARES

CARS FOR SALE

MGB – '71, Red with Black Interior. Running and in Good Condition. Asking \$3500. Call Vay at 504-828-6185 after 5 PM. (Franklin, La.)

MG – '77 Midget, 2nd Owner, Original Blue, Complete. Needs Clutch & Electrical Work. \$1,000. Call Bob Keith at 903-389-4778. (Fairfield, Tx.)

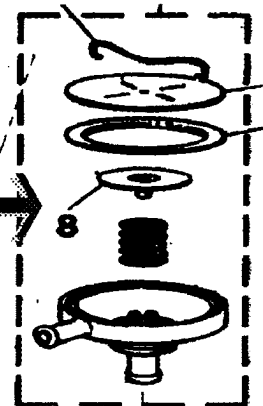
MG – '78 Midget, Rolled Over, But Repairable. \$1500 Spent on Rebuilt Engine. Best Offer Over \$500. Call Robin at 601-467-2417. (Bay St. Louis, Ms.)

TRIUMPH – '71 TR6, Red, New Interior, Fine Condition, Drive Anywhere. \$8,000 O.B.O. Call Dr. Duffourc at 504-893-4883. (Covington, La.)

WANTED

PCV VALVE – A-Series Engine Type, Any Condition, i.e. Mid Range MGB, Midget, etc. Need Spring. Call Jim Jones at 504-892-7774.

RADIATOR – Late or early for Morris Minor. Must be serviceable (Repairable, not in need of new core.) Call Jim Jones at 504-892-7774.

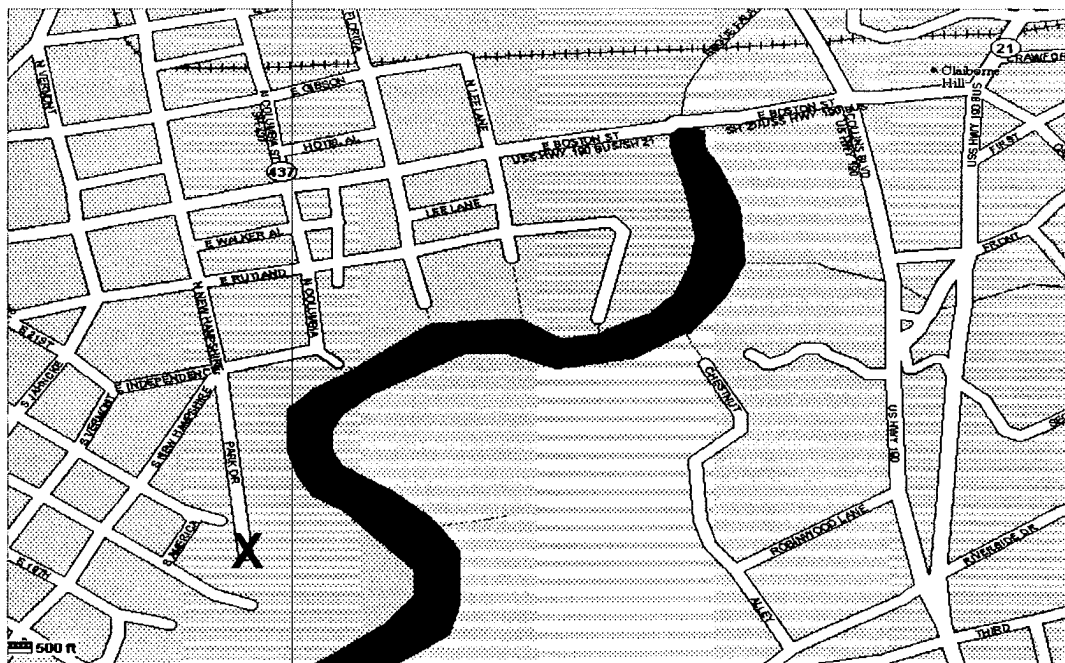


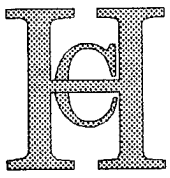
SPARES FOR SALE

CARB – Weber Down Draft Complete with Manifold. Removed from Running MGB. \$250. Call Cliff Highes at 504-845-8709.

A/C – Complete Full Sized Under the Dash Interior Unit which can be Modified for Use in almost any Small British car. (Not the Small Box Type) \$100. Call Jim Jones at 504-892-774.

MAP TO CRAWFISH BOIL. FROM CAUSEWAY, NORTH ON HWY 190. VEER RIGHT AT SIGNAL LIGHT BEFORE OVERPASS. TWO LIGHTS TURN LEFT AT HWY 21 (E. BOSTON STREET) TO NEW HAMPSHIRE AND TURN LEFT TO PARK. Y'ALL COME AND PASS A GOOD TIME, YA HEAR?





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10-97

NEW PAINT CODES by Mr. Goodspanner

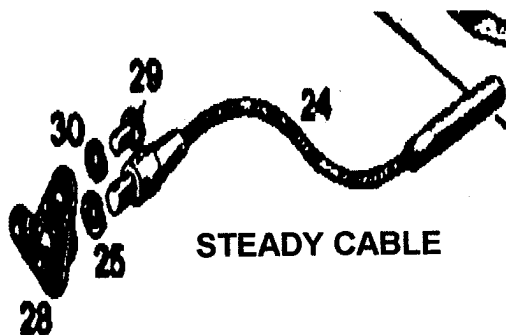
For those of you who have religiously held on to automotive paint codes, old or new, I have bad news. All automotive paint manufactures have reformulated their paints (EPA rules, I guess) and all of your beloved paint codes are no longer valid! **Peter Brauen** and I recently attempted to purchase a quart of previously coded automotive engine paint (that nasty green color) and were told that it would have to be mixed to match the newly formulated paints. The paint manufactures have not converted the old color codes for use with the new paints, sorry Charley!

The good news is that, if you have a sample, you can get your old colors re-coded. You will have to bring in samples of the paints to have them blended and matched using the new paint in order to receive a useable paint code. This service, of course, comes at an extra expense to you. The new paint is also more expensive to purchase. It appears that it handles no differently than the old paint did. However, do not mix new and old paints together!

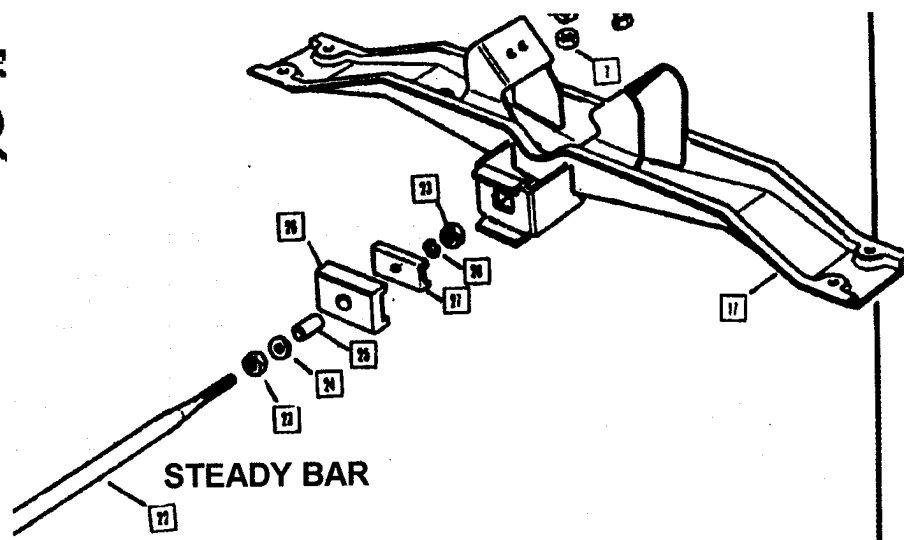
MORE ON CLUTCH JUDDER by Mr. Goodspanner

If your British car has a case of "clutch judder" and you do not have a separated motor mount, check the condition of the steady cable (i.e. Morris Minor) or steady bar (i.e. most MGB's). What's that? They are located (if your car has one or the other) between the rear cross member (transmission mount) and a forward point on the bottom of the transmission case (perhaps where the bell housing mates to the rear engine plate). Their purpose is multiple. They will prevent the engine from traveling further than the car does when the car comes to a sudden stop (such as in an accident). They will, under lesser conditions, prevent the engine from moving forward and mashing the fan blades into the radiator. On many cars only the motor mounts prevent these things from occurring. Some cars (i.e. MGC's) have heavy brackets forward of the front motor mounts for these purposes. Check the security of these devices and adjust them properly (see your Haynes Manual).

These devices are not designed to do the job of the motor mounts. Replace all motor mounts if they are separated, soft, cracked, or just very old. Remember, Safety Fast!



STEADY CABLE



STEADY BAR

WELCOME NEW MEMBERS

New full members will receive a BMCNO T-Shirt, Club Membership Card, Name Badge, and Holder.

New Orleans area members are expected to pick up these items at one of the monthly General Membership Meetings. These items will be shipped to out of town members free of charge.

The Name Tag will be included with their first copy of the Morris Gazette Newsletter.

CHRISTOPHER ALBRIGHT
P. O. BOX 442
HARVEY, LA 70059
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'79 MGB, WHITE.

TOM B. BAILEY
86 MAGONOLIA GARDENS DRIVE
COVINGTON, LA 70435
504-893-3791
NO CAR AT THIS TIME.

MARK BERRY
1537 PARKSIDE TRAIL
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'62 TRIUMPH TR-3B

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504-899-3180
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GOLD SAND

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1027 GLENDORA PLACE
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'68 TRIUMPH TR 4A
REBUILDING

STEVE PERILLOUX
P. O. BOX 591
ROBERT, LA 70455
504-543-0435
'59 MGA, MANY COLORS.

QUICK BRAKE LINE FIX by Mr. Goodspanner

If your British car has Whitworth fittings, this tip is not for you. If it has standard British brake line fittings, then read on. British Victoria Long Motors supplies an adapter fitting (Part Number 6-689) which will adapt the standard American male brake fitting to the standard British female brake fitting. (I know that the terms "Male" and "Female" are outdated, but I use them anyway! I never can remember which is "Jack" and which is "Plug".)

These adapters can be utilized in two ways. They can be used as an "On The Road" fix. If a brake line fails and you carry two of these adapters in your "Spares Box", then you can purchase a pre-made steel brake line at any auto parts store and temporarily install it on your British car until you get back home. Or you can use them to install pre-made American brake lines on your car. These lines are already flared with the fittings in place and come in many different lengths.

CAR DAY VIDEO FOR FREE!

Club member **Jimmie Brown** (of WWL TV News fame) shot a video of the 1997, 7th Annual Car Day and is willing to make it available to any BMCNO club member. Just bring a blank video cassette to the general membership meeting on March 21st and give it to him. Place a label on the cassette with your name for identification. Jimmie will copy the video onto your tape for free! You can't beat that.

NEW JAGUAR RECALL – Associated Press

London – Luxury auto maker Jaguar said Friday that it is recalling nearly 5,000 of its XK8 sports cars because of a potential flaw that could cause a rear wheel to collapse while turning sharply.

The expensive XK8 was introduced last year as Jaguar's first new model since the company was bought by Ford in 1989. The recall affects almost half of the 11,500 XK8's sold worldwide. Of those, 2,303 are being recalled in the United States.

Jaguar said the cars will be inspected and the retaining rings replaced as needed at no charge.

BMCNO British Car Day 1997 Trophy Winners 24-Mar-97

Class: X Points Judging All Makes:

Bronze

Kevin Gambino 1955 MGTF
 Conway Wardell 1974 Triumph TR6 English MC Mississippi
 Adam Marcus 1962 Morgan +4

Silver

Joe Huffman 1934 MGPA Tourer Mardi Gras Ts New Orleans
 Wilburt Easom 1968 MGB English MC Mississippi
 T. Keith Vezina 1976 MGB BMC-New Orleans

Gold

Richard Ceraldi 1971 Triumph GT6 Hill Country Triumph, Texas
 Mike Schrantz 1964 Jaguar Mk2 BMC-New Orleans
 Mark Milam 1973 Triumph Stag BMC-New Orleans

Show Stopper (Popular)

Bill Silhan 1949 Triumph 2000 Panhandle BCA, Florida

Best in Show (Points)

Chesney deBlanc 1952 MGTD Mardi Gras T's New Orleans

British Car Day 1997 Trophy Winners Popular Judging

Class: A

Austin Healey 100, 100-6, 3000

3 Ray Watkins	1965 Austin Healey 3000 MkIII	BMC-Arkansas
2 Hamer Phillips	1965 Austin Healey BJ8	BMC-Alabama
1 Rudi Markl	1956 Austin Healey 100M	BMC-New Orleans

Class: B

Austin Healey Sprites MG Midgets

3 Jimmie Brown	1974 MG Midget	BMC-New Orleans
2 Raymond Cooper	1958 Austin Healey Sprite	BMC-Alabama
1 Red McMahan	1960 Austin Healey Sprite	English MC Mississippi

Class: C

MG T-series PreWar MG

3 James T. Forsythe	1952 MGTD	Mardi Gras T's New Orleans
2 R.C. "Rocky" Von Dullen	1947 MGTC	Mardi Gras T's New Orleans
1 Frank Daniel	1947 MGTC	Mardi Gras T's New Orleans

Class: D

MGA Roadster & Coupe

3 Frazer Rice	1961 MGA 1600	BMC-New Orleans
2 Sharon Seghers	1956 MGA	
1 Dean Duplantier	1958 MGA	BMC-New Orleans

Class: E

MGB 1963-69, MGC 1967-69, Chrome Bumper

3 Richard D. Wolf	1963 MGB	BMC-New Orleans
2 Keith Sanders	1969 MGC	Panhandle BCA Florida
1 Stephen Linder	1964 MGB	BMC-New Orleans

Class: F

MGB, 1974 1/2-80, Rubber Bumper

3 Marty Hernandez	1980 MGB-LE	
2 Jim Young	1974 1/2 MGB	BMC-New Orleans
1 Roger Gibson	1980 MGB LE	BMC-New Orleans

Class: G

MGB/GT & MGC/GT

3 Michael Thomason	1969 MGB-GT	SABCC
2 Richard Hippey	1967 MGB-GT	Kanagawa SOC
1 John Simmers	1972 MGB-GT	English MC Mississippi

Class: H	Triumph TR2 3, 3A&B, 4, 4A, 250.	
3 Mike Anderson	1961 Triumph TR3A	BMC-New Orleans
2 David C. Hayden	1958 Triumph TR3	BMC-New Orleans
1 Jeff Herndon	1957 Triumph TR3A	
Class: I	Triumph TR6.	
Anne Friloux	1974 Triumph TR6	BMC-New Orleans
2 Fred Mayer	1972 Triumph TR6	BMC-New Orleans
1 Mark Story	1969 Triumph TR6	Memphis BCC & 6 P
Class: J	Triumph TR7, TR8.	
3 Roy Richardson	1981 Triumph TR7	BMC-New Orleans
2 Harold O'Reilly	1979 Triumph TR7	BMC-New Orleans
1 Bill Breithoff	1980 Triumph TR8	BMC-New Orleans
Class: K	Triumph Spitfire, GT6.	
3 Phillip Colwart	1975 Triumph Spitfire	BMC-New Orleans
2 Bob Ross	1973 Triumph Spitfire	BMC-Arkansas
1 John Boudreaux	1969 Triumph GT6	
Class: L	Lotus.	
2 Michael Glore	1991 Lotus Elan M100	Historic Racing
1 Michael Glore	1983 Lotus Esprit Turbo	Historic Racing
Class: M	Jaguar Sports, XK and XKE Types.	
3 Ken Kerber	1967 Jaguar XKE	
2 Tom Schmitz	1969 Jaguar XKE	SABCC
1 Bob & Alice Pagan	1965 Jaguar XKE	JC-New Orleans
Class: N	Small Sedans, Morris Minor, Austin, Mini, MGY.	
3 Michael Delacerda	1976 Austin Mini	BMO-New Orleans
2 Don Pritchett	1956 Morris Minor	SABCC
1 Mike Lewis	1950 MGY	Mardi Gras T's New Orleans
Class: O	Large Sedans, Triumph TDA-2000, Rover.	
3 Joe Ray	1980 Rover SD-1 V8	SABCC
2 Louis Krieger	1986 Panther Kallista	
1 Bill Silhan	1952 MGTD	Margi Gras T's New Orleans
Class: P	Sunbeam.	
3 Terry Trovato	1967 Sunbeam Alpine	English MC, Mississippi
2 Jim Pfeiffer	1967 Sunbeam Tiger	CA Assoc. of Tigers
1 Stephen Cook	1966 Sunbeam Tiger	
Class: R	Jaguar Sedans, Mk2, XJ6.	
3 Bob Carl	1994 Jaguar XJ6	BMC-Arkansas
2 Bob McAnelly	1967 Daimler	
1 Richard Cunningham	1988 Jaguar XJS	SABCC
Class: S	Rolls Royce & Bentley, pre-1966.	
3 David B. Kaufman	1953 Bentley PW Drophead	Rolls Royce Owners
2 Butch Frutos	1963 Bentley S3	Rolls Royce Owners
1 Fred Fabre	1949 Rolls Royce Silver Wraith	Rolls Royce Owners
Class: T	MGB 1970-74, BL Chrome Bumper.	
3 Chesney deBlanc	1973 MGB	Mardi Gras T's New Orleans
2 Richard Smith	1973 MGB	
1 John Charles Murphy	1973 MGB	BMC-New Orleans
Class: U	Rolls Royce & Bentley, 1966 on.	
3 Gene Graham	1980 Rolls Royce Silver Shadow	Rolls Royce Owners
2 Bob Diaz	1967 Rolls Royce Silver Shadow	Rolls Royce Owners
1 Fred Fabre	1984 Rolls Royce Corniche	Rolls Royce Owners